

AMCO LOC

Published Periodically by Astoria Marine Construction Company Workers

Vol. 1

ASTORIA, OREGON ★ MAY, 1944

No. 11



AMCCO LOG

Published periodically by
Astoria Marine Construction
Company Workers.

VOL. I—No. 11

BOB WALTERS . . . Editor

Clair Mansker, Loftsman Is Log's Busy 'Cover Man'

Clair Mansker, Superintendent of the Astoria Marine, is the capable man shown on the cover of the Log. The picture was shot by Photographer Ned Thorndike while Clair was busy on templates for the new fishing vessels under construction here.

Clair is as old as the yard in point of service. He, Dyer and Acme Mansker started the yard in 1925, a youthful start and a typical American boy success story.

He is totally occupied on the production end of this business and does all the mold-loft work, a craft in which he is indeed an expert.

Quiet, unassuming, very non-desirous of having his picture on the frontispiece, he is one of the most respected men in the yard. His knowledge of boat building is unquestioned; his constant drive and application to his work a great example for the men he leads.

When this Superintendent does act or advise, he knows whereof he speaks, is sure of his ground, and has an admirable quality of getting directly at the core of what's right and what's wrong.

AMCCO Attendance Good

National attention is being focused on the Albina shipyard in Portland, with their company - fostered announcement to the press that a drastic discharge policy had been invoked with an iron hand on all those maintaining poor attendance records during the past year.

Eighteen per cent of the 4000 employees have been laid off. Officials estimate that production has increased 20 per cent with the reduced crew. Later announcements stated that another two per cent, mostly late arrivers or early quitters, were slated to go.

Absenteeism at Amcco has never been a pressing issue, the percentage for all reasons, including accident and sickness, has been kept to a very low point, especially by comparison. The personnel division has kept some pressure, with good results, on a very small minority group which inclined to raise this low figure.

As I See It . . .



'There Is More Work Ahead of Us . . .'

by JOE DYER

May 20, 1944

Well — according to all outward appearances the war is going just fine. Our fighting forces are rolling along and there is not much left to worry about. All of which is pure bunk when one examines the results. The Nazi's are not leaving Italy very rapidly. The Allied invasion is still waiting. We can be optimistic but the fact remains that Germany still is holding her own as far as we are concerned. True the Japs are taking somewhat of a beating but they are only giving up some outlying islands. As the war gets closer to the Philippines and Japan, the Jap supply lines get shorter and the Japs get stronger. At the same time our lines get longer and we become much more spread out. It all adds up to the fact that while we may be on our way—we still have far to go.

Our work here at home today is still important—more important than ever, we must keep ships and men going out where they are urgently needed. Every day saved in the delivery of a new ship means the saving of good American lives. With that in mind we cannot afford to let down at this stage of the game.

There is considerable talk of jobs running out—also a lot of bunk. There is more work ahead of us than ever before. More than we can do, but we still must do it. There is more war work coming to the L & C Yard. There is also a lot more coming to the Port. All hands are doing a fine job, but at present there is not much rest in sight. Maybe we started something, but BOY we are going to finish it 100%.

The Log extends greetings and slides over a bit on the publishing bench to allow room for another Lower Columbia Industry house paper put out for its employees by the O'Brien-Gram Spruce Co. It's pocket size and mimeographed and edited by Catherine O'Brien with the aid of Mrs. Warren Gram.



We record the passing of Arthur Olsen, for years one of Astoria Marine Construction's outstanding machinist-shipfitter. Art was admired for the quality of his work; beloved for his sincerity and friendliness.

Trebarne Visits

Roland Trebarne, former electrical expert at the yard, is now in Salem, where he has purchased an automotive parts and repair service. He visited the yard recently.

New Duties to Walters

The Board of Directors of Amcco have announced the appointment of Bob Walters to the newly created post of publicity and advertising director. He will continue as receiving and warehouse department head.

For the past two years Walters has been editor for the Amcco Log, yard paper, and will further his endeavors along this line under the new policy of the company to ease its labor problems and build for post-war through a public relations program.

David McClean Writes

It's Private First Class David McClean now serving in New Guinea with the Quartermaster Corps. Dave, son of Manager G. T. McClean, and himself a former employee of the yard, notes with interest the many launchings that have been recorded in issues of the Log he has received overseas.



Eddie Washbond, former warehouseman, now assistant timekeeper and distribution checker.

THE PACIFIC FISHERMAN, April issue, carries a large back page advertisement of the Caterpillar Diesel Engines featuring the Elector, a frequent "repair-ways visitor" at Amcco. The two photos show the craft travelling in front of the Astoria Marine plant and an engine room view with owner-skipper George Muskovita admiring the engine. Both photos were taken by our own Ted Thorndike.

Cordon Visits Yard

United States Senator Guy Cordon, appointed recently by Governor Earl Snell to fill out the term of the late Senator Chas. McNary, visited the yard April 6th following his first official speaking appearance at Astoria.

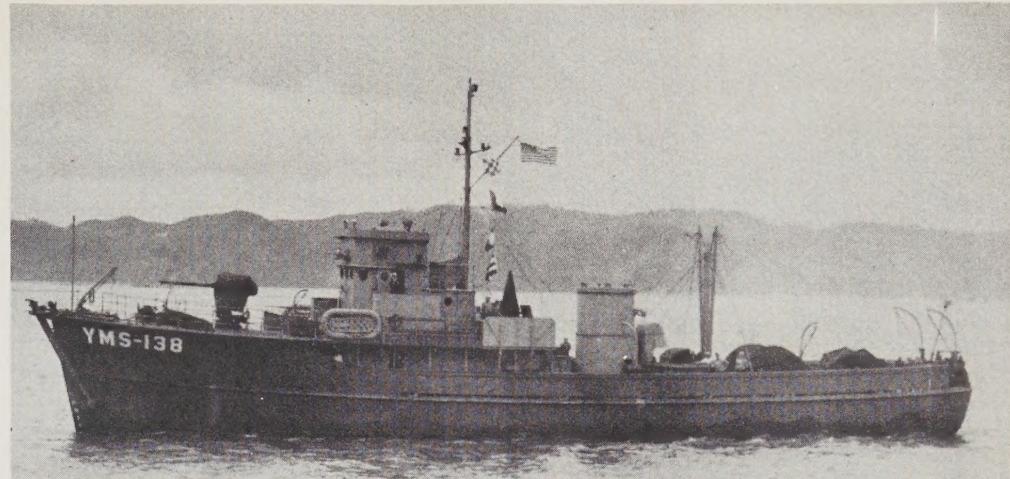
Accompanied by Marshall Cornett, State Senator from Klamath Falls, an ex-Astorian, and guided here by County Judge Guy Boyington, the candidate to succeed himself to the U. S. Senate, was shown the ins and outs of wooden shipbuilding. The last visit of a like dignitary to the yard was that of Congressman James W. Mott attending the launching of YMS 103.

Carlson Dies

Carl H. Carlson, 56, operator of the big lathe in the machine shop at the L-C plant of the firm, died April 8 after a short illness.

A marine engineer by trade, Carl was well known throughout boating and machine work circles, and at various times occupied responsible jobs in gas and diesel operation and machining.

He had been at the yard more than a year. Among the pallbearers at the funeral, April 11, were Fred Fulton and Wayne Oja.



YMS-138 featured in Picture and story in National Navy publication.

Snake Bite Becomes Local Industrial Hazard

First-Aid man Vic Martin stocks just about everything for emergencies occurring in the course of building ships, but was found wanting this month when a call came through for the problematical antidoting of snake bite.

This is the first time that snake bite has ever become a possible industrial hazard in wooden shipyards of the Northwest and may necessitate the accident insurance companies re-scaling their odds-on, for the accident charts.

G. T. McClean, Business Manager, was conducting matters in the engineering bailiwick, and requested a rubber-band of Stenographer-in-Chief Alice Crane (see other copies of Amcco Log for her shipyard biography).



Alice opened her drawer, paled, screamed no ordinary scream—so we're told—and propelled her stenographic chair backward from the scene with all the dash of a PT boat. There lay a snake among the rubber bands. DEAD.

Did serious, somber and business-like G. T. commit the prank? Was he just the victim of others' jokes by asking for a rubber band? Did he have a priority to obtain that precious band? Should the company furnish each employee with an old-time and proven (ahem!) antidote for snake-

Navy Magazine Features AMCCO Craft

Tom Mattson, shipfitter with Amcco, recently received a magazine from his son Kenneth, 18, radioman third class, U. S. Navy, in which was contained an article of vital interest to the Gang.

Our Navy, the title of the publication, was sent from young Mattson's station at radio technical school in Auburn, Alabama. The cover is a natural-color job showing the bridge and foredeck of a minesweeper, and attention is called to the article, "The Victory Sweep."

The article itself is headed by a three-column picture of YMS 138, built at this yard, during the second minesweeper contract, and the launching was witnessed by young Kenneth in April of last year.

It is written in the nature of a tribute to all mine sweepers and their crews. Secretary Frank Knox is quoted, "Sweep duty is dull, dirty and dangerous."

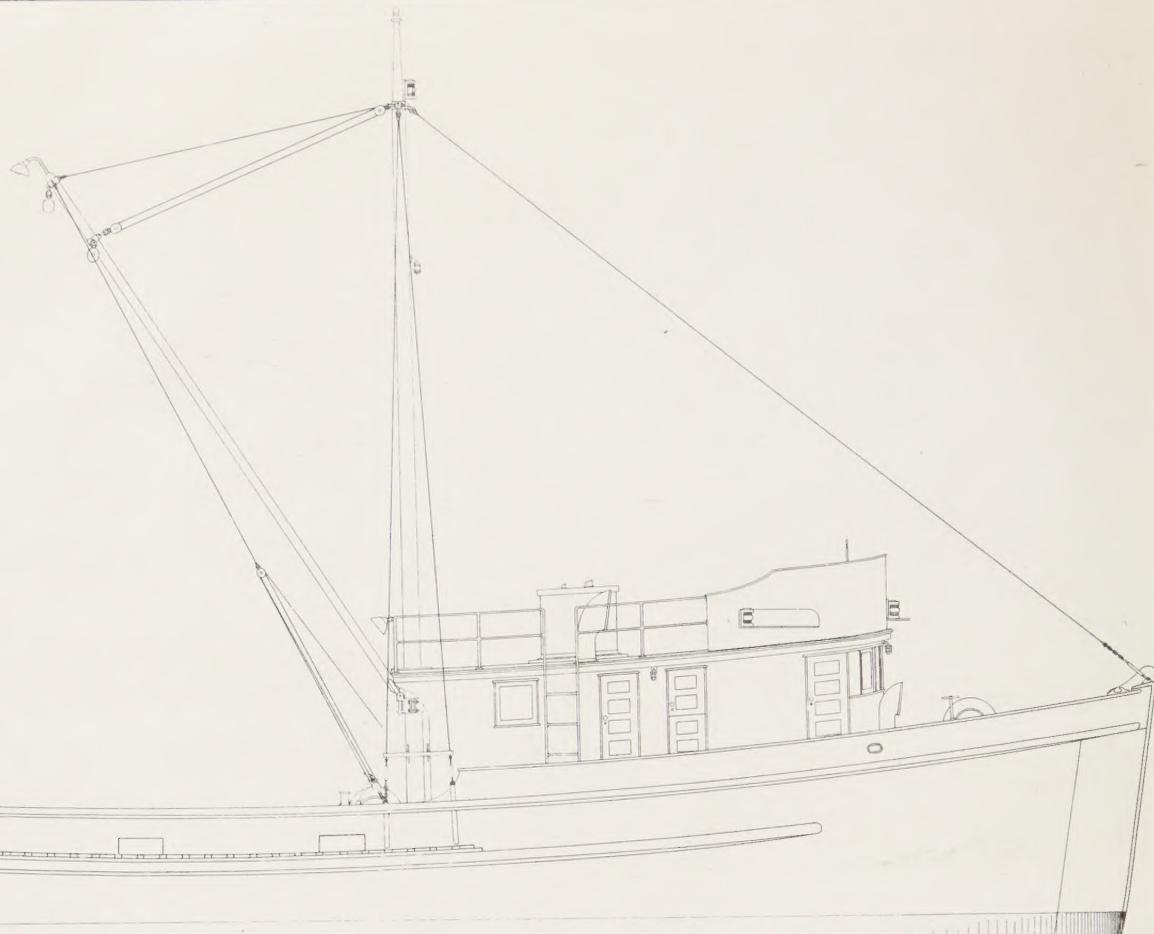
"In addition to new, heavy-duty gear," the writer continues, "today's YMS comes equipped with offensive weapons capable of carrying the fight to the enemy in the air, on the sea, or under it."

YMS 138 was picked because it is typical, it goes on to say, and the reader is taken from one end of the ship to the other in a discussion of armament and ordnance, duties of the crew members, various mention of their names and the general problems of breaking in green crews.

Much credit for the teaching of new crew members is given to R. I. Avrit, CBM, who was assigned to the vessel at the time of her commissioning here at Amcco. His long record of war service is cited.

bite? Read the next Amcco Log for all the answers!

(Note—Dear Readers: That "snake-bite remedy" for each employee bears a lot of merit, don't you think?—The Editor.)



Marine Architect
Dole says of this
DRAGGER . . .
"She's of a design
we've proven to be
rather sea kindly."

"Astoria-Type" Drag Boats Under Construction

Pacing the boat building phase of the fishing industry already agog over a Ten Million Dollar delivery of offshore fish last year, two 70-foot "Astoria-Type" drag fishing craft, part of the dream of post-war planners, are already under construction at the Astoria Marine Construction Co. yards.

Nestled on the ways along side partially completed minesweepers of the company's latest Navy contract, these versatile draggers will supply the most necessary of food industries — fishing — with sorely needed long-range offshore vessels.

Important is the expert dovetailing of their construction schedule with the ambitious war program of the company, to the end that there has been no drain on said program in favor of the draggers.

Designed by W. H. (Heinie) Dole, ranking Northwest naval architect, who has been with the Astoria Marine the past five years, plans farsightedly allow for various types of deep-sea fishing as the seasons change each year.

L. R. Fletcher, prominent deep-sea fisherman, will become the owner of one of these boats, while the other is being built for a likewise able deep sea'er who will shortly announce his ownership.

Other of these "Astoria" tuna-sharks will get under way before close of the war if and when the priorities and machineries are forthcoming. Negotiations are also

taking place between President Joe Dyer and Treasurer George Sheahan, for the company, and several large cannery operators for several specialized fishing craft.

To those who love their boat news on the technical side, the draggers will be 79 feet overall, 18-foot 6-inch beam, and 8-foot draft. They will tend to firm bilges, considerable flare forward, and fine run below water. The stern is Vee'd on the lower instead of the seine flat rim.

The deck house contains wheel house, captain's stateroom, two berths and a large galley. The foc'sle forward, below deck, berths seven men.

As to the engine it will be a 175-horse Cummins, with 2-1 reduction gear. She will push a 48-inch wheel, 450 revs and has two power take-offs from the main engine.

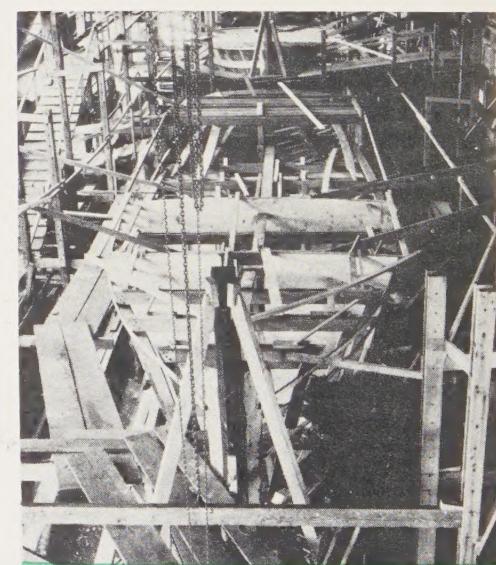
One of the most modern features will be refrigeration for the holds, allowing lighter ice loads and extended trips between icing.

There are to be two power take-offs from the main engine, one to be for a 2 KW generator and the other to drive deck machinery, compressors, pumps, etc.

In addition to this, there will be a 4 H.P., 2½ K.W. Auxiliary Diesel which is capable of operating all the supplementary equipment and furnishing light when the main engine is not in use.

The fuel oil capacity is 2380 gallons which will permit the boat to have a cruis-

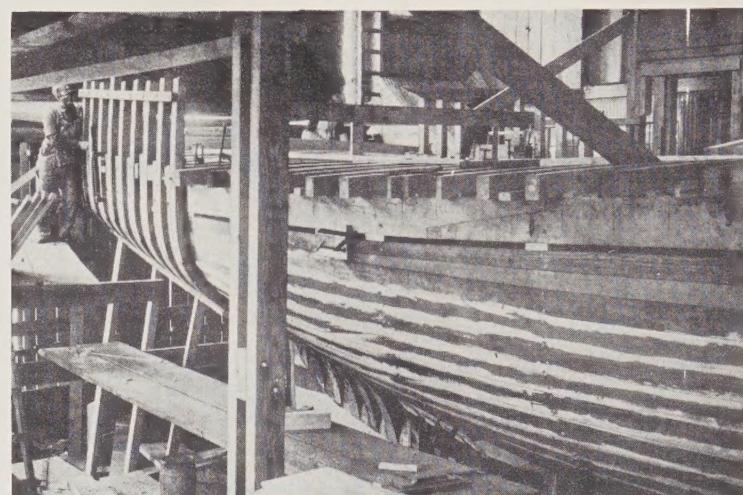
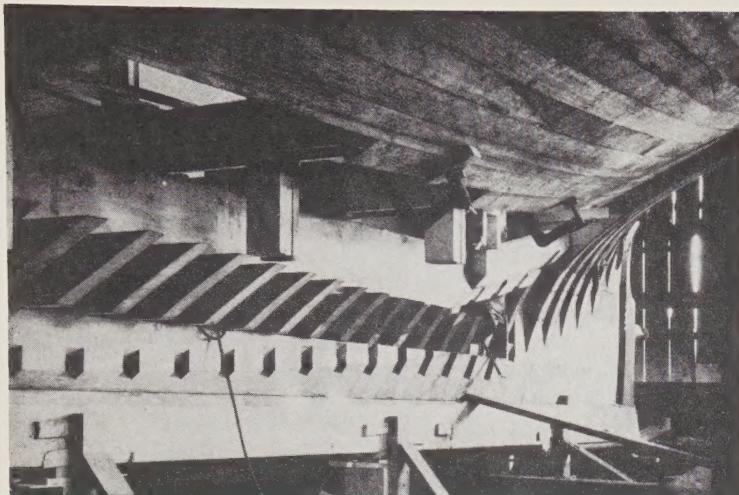
ing radius of 1200 miles or operating period of about 18 days without refueling. The fresh water tank has a capacity of 736 gallons.



Looking toward the stern of new drag boat during early days of construction.

The designed displacement of the Draggers is 79 tons.

Some of the miscellaneous features to be installed in the vessels are Fathometer, 65-Watt Radio Telephone, and Direction Finder.



The picture on the left shows the heavy part, or bilge stringers, of the ceiling. At right is shown the dragger with all the ceiling in place and several frames bent to shape before the exterior planking is applied. This system of construction was tried and proven at Amcco and requires superior mold loft work on the part of Mansker, but the finished product

is much stronger. In brief the ceiling (interior planks) are applied to the prefabricated bulkheads and certain molds. The frames are bent while hot to conform to the ceiling. The planking is then bolted to the frames. This system was used all through YMS construction, first at Amcco only, and now at a number of the other yards.

Magazine Features DRAGGERS

This month's Pacific Motorboat features a story and drawings based on an interview with Heinie Dole concerning his new dragger design. Full credit for the design is given to Amcco's Naval Architect.

Heinie cast his lot with Dyer before the war as construction was started on the E. Lester Jones, geodetic survey vessel. A graduate of Stanford, he hails from Olympia, and is an avid sailing fan.

His meanderings over the miles and miles of Puget Sound channels in his own and other sailing crafts put him in the class of explorer.

A clever handler of any type of boat, power or otherwise, Amcco's boating au-

thority cut his eye teeth at the wheel of tugboats on the Sound. In his own words, the little fellow says, "You get more practice maneuvering a tugboat in a day than running other boats for a month."

He's occupied the place of Captain on all Amcco trial runs since the war. His knowledge of woods, metals, leverages, tooling, woodworking, mechanics and blue prints are indisputable.

He has taken over the complete handling of the repair ways along with all his other duties, and has done a great job on a task that would be counted a full-time one by most fellows.

* * * * *

Heinie Dole draws on his design the "Astoria-Type" drag boat which foretells part of the great future for the Astoria deep sea allied industries.

Heinie has just returned from a Puget Sound cruise in which he navigated the Clow family sail boat to Orcas Island in company with Milt Henderson, young Clow and others from Portland.

Hobart Writes the Gang of Mixed Crew on Tug

A welcome letter was received by Heinie Dole from Hobart Thompson, former Amcco Shipwright leaderman, now in the Army Transport Service. He is aboard a 97-foot T.P. type of tug headed for Prince Rupert as the letter was written.

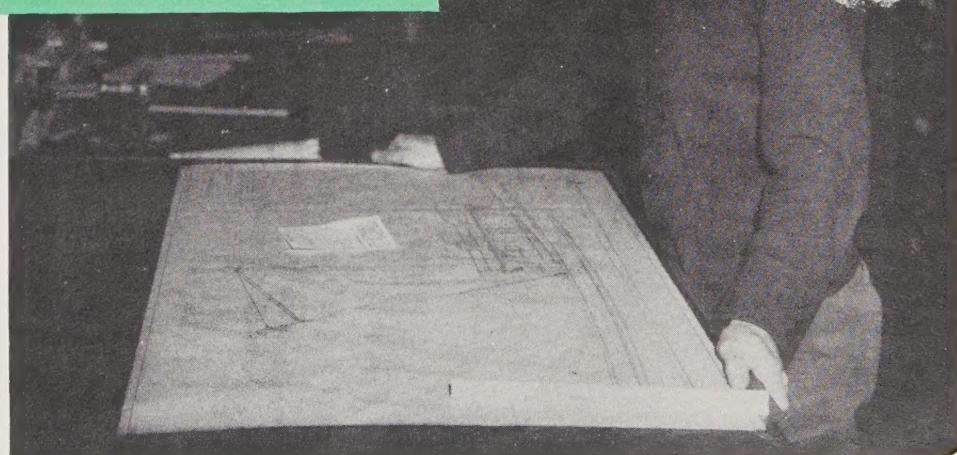
The letter discussed the features of the boat, previous assignments, and a vivid description of the assorted crew. It ranged from the skipper from Bellingham, first mate from the Orient, second mate from Alaska, a former ski trooper; a cook from many "spirits bars," a Norwegian with little knowledge of English, to a bunch of fellows like himself, "just trying to get along in the world."

He asked for the next issue of the Log and it will be on its way to him for certain.

Ted Christians, draftsman, who has been assisting Heinie Dole the past several months with the print work and ordering of specialty items, both for the YMS boats and the draggers, has shifted operations to the Port offices.

He will be stationed at the main offices there, and will aid Assistant General Manager Dave Thompson in special sketches and the reading of blue prints and work order adjustments.

Incidentally, The Log thanks Ted for assistance in this issue.



Offshore Fishing Industry Surges Ahead

The dreams of Astorians that some day their town will become a great port of entry, is already realized in part under a different cloak, in the surging rise of the offshore fishing industry in the past four to five years.

Crystal-ball gazing by the experts that know the ins and outs of Astoria's financial core, now have more basis for a prophecy of the future than any yogi ever had in the history of the Northwest.

Last year alone the tuna, shark liver, crabs, assorted drag fish and seine hauls increased the basic salmon value on across the board sales by nearly ten million dollars.

The Log asked several persons interested in the immediate welfare of the industry as to how much increase this represented over the take four years ago. The estimates ran an easy 600 per cent.

New canners are coming to the Columbia River. Shipyards, including Amcco, are awaiting the starter's gun that will turn them loose on feverish building of larger, longer range craft that will spell year-round fishing. Boats from other ports will automatically put in here, seasonally, and permanently, provided adequate facilities are available.

Those in the know are devoting considerable time to the gaining of an additional mooring basin to augment the already over crowded one at the Port of Astoria. One of the sites being looked at lies be-

tween 32d and 37th streets; another west of Pier Three of the Port Docks.

Backers of this civic movement reason strongly that any further increase in the "local" take will definitely be limited to the number of boats that can receive accommodations.

They earnestly feel that the ten-million-dollar figure can be easily increased three times if the proper mooring facilities are obtainable.

There is no question that the fishing industry is now the main backbone of Astoria. Its further development is necessary against the constant decrease in earnings from other local natural resources.

The new mooring will take funds, the source of which is not yet known. However, proponents are pushing the ground work of the project to the limit, with the goal in mind of immediate progression against that of a waiting course that may find it too late to draw the boats after they are firmly established elsewhere.

ONE



TWO



THREE

ONE—Large halibut being landed on the Astoria waterfront.

TWO—A golden pay-load of shark is warped alongside local cannery. The shark provide the livers for Vitamin A. They've brought tremendous prices to the lucky, several boats running \$60,000 per load.

THREE—Deck-load of heavy-laden drag boat with a high value shark catch.

FOUR—A cannery box of albacore tuna being unloaded from trolling vessel.

FIVE—Tuna packing at an Astoria cannery.



FOUR

Bowlers Catch Thumbs In Ball . . .

The Amcco bowling team, those Mighty Minesweeps, who last year swept the opposition off its feet to capture top honors in league standings, found the going tougher this year and ended up among those swept.

The Gang finished third during the first half of play and took the championship—of the cellar—during the second half. This was completed Monday night, April 10.

It wouldn't be an American Sport if it didn't bear a post-mortem, and it can truthfully be stated that the team had a number of obstacles in getting out a full group of players. Overtime hours in various departments forced them to bowl continually with players borrowed from the gallery.

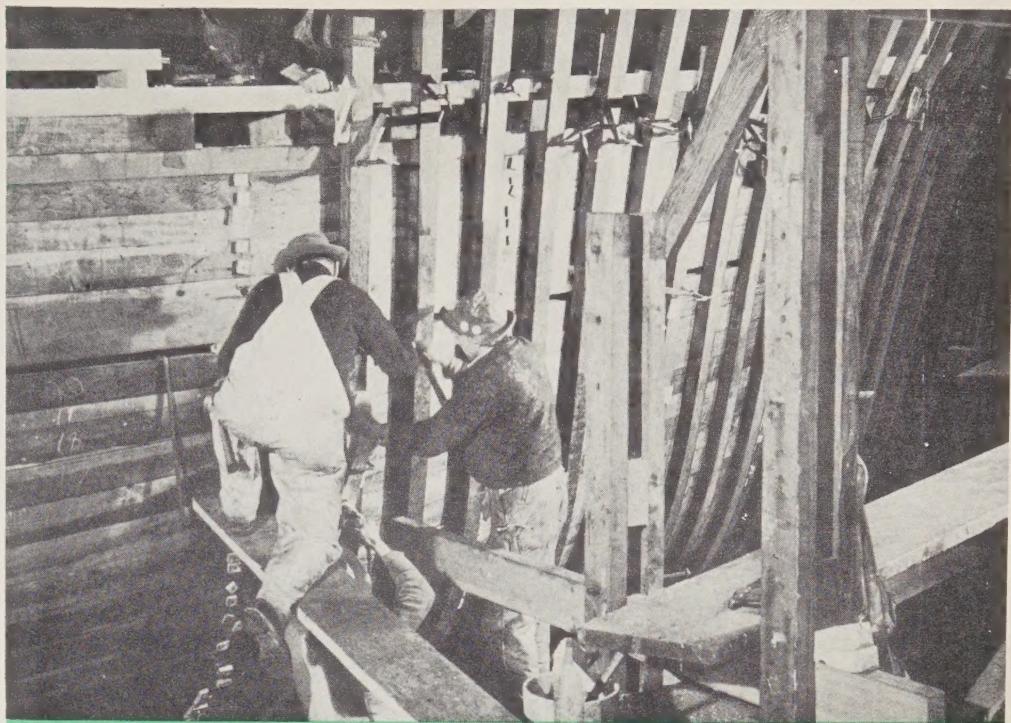
BASEBALL

Russ Bergeson, third baseman and catcher for last year's baseball team and in the yard labor crew, is the proud father of a likely prospect for the 1966 infield for Amcco. Mrs. Bergeson and the little fellow are reported well.

Amcco's baseball prospects took a drop in the announcement that Ben Atwood, sparkling first baseman, is headed for Navy specialized training in the next few weeks.

Harold Dahlgren was called upon to blast a skunk under his neighbor's porch. He eyed the white stripe and fired. The skunk had been dead about a year and all that was left was bone and fur. Harold says "I never miss."

Plans are being laid to again have a softball entry in the Astoria league under the Amcco banner. A definite announcement will be made shortly. If players are available the shipyard entry will go through.



A radical departure from old time shipbuilding is shown here as the frames are molded while hot to the ceiling, which is already fastened to the pre-fabricated bulkheads. The planking will then be attached to the frames. This method was proved at Amcco.



Ben Bay, fastener, giant athlete and cougar hunter, has taken leave from the yard to follow his trade of deep-sea fishing. The boat Ben is signed on will seek salmon and tuna.

Jack Cadanau, former shipwright, has completed his basic training in the C.B.'s and is awaiting orders at one of the California training camps, according to word received here.

Ed Kaitera, long time piper at the yard, and Harold Johnson, welder, are leaving to work in Alaska fisheries this summer.

Dave "Speechmaker" Lare, pipe fitter, is the proudest of the fathers these days with the announcement of the arrival of twins.

John Anderson, shipwright, has returned to the job following a serious illness.



Louise Anderson and Effie Blackburn demonstrate how women have taken over the duties in departments. Here they are operating the cutting machine on a steel plate.

AMCCO Past Half-Way Mark in Work On Baby Flat Top Contract of Fifty

The tightly clamped censorship lid on the great record of the Astoria Marine Construction Company in executing "required by battle condition" changes on aircraft carriers has been subsequently lifted by the releasing of definite production figures to the Portland press on the Vancouver-Kaiser yard record.

Fifty of the flat tops are in this contract and 39 of them have already been launched. Of this group 33 have been turned over to the Navy and commissioned after trial runs.

The ships have slid into berths at the Amcco operations at the U.S. Naval Station here at Astoria for this varied execution of navy dictated work orders and commissions.

Announcements further indicated that 33 had already steamed away for action, which actually becomes an accurate fact by the time this issue goes to press.

Kaiser has launched the 39 carriers in one year. Amcco came into the work picture nine months ago hardly knowing what would be required of it, and is not one day off schedule as the three-quarter turn is near.

Records mean little when analyzed abstractly. Naturally, Vancouver's 20 to 30 thousand men, plus allied industries, far overshadow by sheer weight of numbers the local output.

However, Astoria Marine swung almost overnight into this conversion work on steel hulls from a wood fighting ship yard still operating at its peak and taking on more wooden ship contracts the while.

The same management was used as a nucleus, and very little more was needed. Department heads furnished the time and knowledge to get like departments set up and running at the port docks. They continue to add to their furtherance.

Foremen, lead men and key workers, were provided almost entirely from the labor well of some 400 workers already busily engaged in completing a YMS minesweeper contract, a PCS subchaser program, Navy tugs, fifteen army tugs, and a myriad of repair duties the Lewis and Clark yard couldn't duck in its foregone commitments to the local vital fishing and lumbering industries.

Except for a very minor number of workers that came from the outside, the Lower Columbia area provided the balance to fill out the crews.

An average of three to four hundred men have carried the full load of this carrier work. A rigid time schedule has always been met. Vital work, lots of it, has been executed to the full satisfaction of the Navy. Production shown against man hours has risen far above national norms for like work—work that is always changing and allows for no prefabrication or ordering of materials on large scale.

The important part of the record review is that the dwindling Northwest Vital Industries pool of manpower has not been drained one iota in order to accomplish this work.

Speed in complying with what often seemed the impossible was never accomplished by virtue of huge resources of manpower, shops and tools, and space, but carried out alone by Amcco, boasting a top of less than 600 civilian men and women from top to bottom, manning two plants, and still producing what have been termed by experts, "the best darned wooden fighting ships in the world."

Barbara Sassnet Munson, former office employee with the firm, has returned and taken up duties in the Port time office.



Rosemary Vollmer,
Martha Glidden,
Jean Peterson,
Kent Marshall
and I. Peterson
confer on matters
of costs and
inventories at CVE.



Madsen Flares Up Over Red-Head Kidding Gag

Little did the Port gang realize, when they were kidding Matt Madsen, hard-working warehouseman, about a fiery subject, that their joke was also a prophecy.

Matt was to be chauffeured over to one of the other Piers by pick-up driver Pearl Helle, who is easily distinguished by a golden sun-down head of wavy hair. The kiddie shouted after him, "Don't catch fire with the redhead, Matt."

They started to drive away. Matt sniffed twice, excitedly muttered something about a fire and tumbled out of the truck slapping his legs, smoke wafting from his britches. He had a pocketful of common matches, had ignited them sliding onto the front seat, and burned a big hole in his pocket. Matt hasn't heard the end of that joke, yet.

Kaiser Lays New Keels

The last Kaiser baby flat-top keel has been laid at the Vancouver plant, it has been announced in Portland papers.

They have cut the man hours necessary for one of the carriers to one-third that used on the Casablanca. It now takes 1,500,000 man hours, according to the latest figures released by that firm.

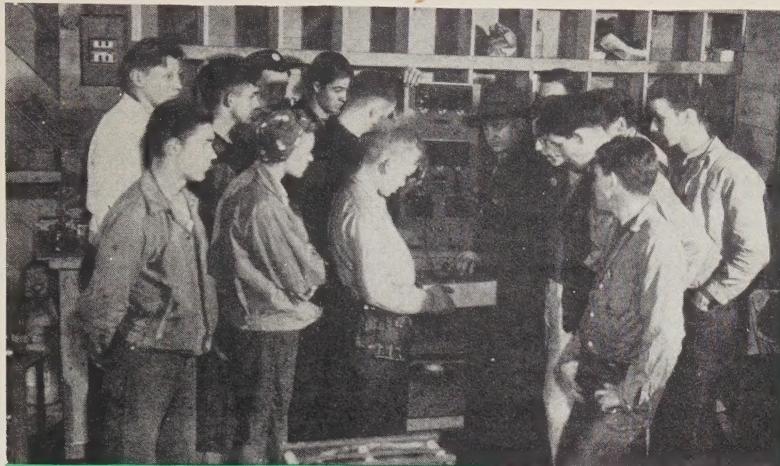
Kaiser laid the first keel this month for 27 attack transports. Victory-type hulls, adapted with special housing and interiors for this specialized ship, feature the plans.

Whether or not they will require work at Astoria similar to what is being done on the carriers is not readily ascertained at the present time.

Hereford Honored

No paper or magazine is ever complete without a social item, even in war time operations, and the office girls at the Port Dock operations didn't disappoint the Log. A farewell party was held among them during the noon hour in late March for Mrs. Quinta Hereford.

Mrs. Hereford has been a stenographer with the company while her husband was Security Officer at the Naval Station. He has been transferred to the East Coast and she has left to join him.



Dick Girdler demonstrates method of fabrication to group of school boy electricians being used on the Carrier operation.

CVE Gang Jam Through Large Work Order List

The CVE Gang at the Port, augmented while work is delayed somewhat on the YMS program by L-C plant employees, can't in anyway be classed with the groups of war workers hitting the headlines these days for showing apathy toward the effort, or lulling production in a wait for the victory, that may not be "around the corner."

This gang has been called on to meet some stressing emergencies in the past weeks and to clean up jobs requests on time so the ships can sail, despite a definite lack in required workers.

While overtime isn't a rule and has been avoided whenever possible, the boys have really turned to with long hours in order to get the work done. On several occasions they literally worked the clock around.

All work, according to head co-ordinator Dave Thompson, has been trimmed to the bone to meet the test, "Is it necessary for the safety of the ship and crew in battle?" Nevertheless, drive and more drive has been required to meet the ever-changing picture in this grim battle of kill first with the best.

Types of work requested by the Navy on several of the ships in turn has been work in the bomb stowages, converting them to

Kincaid Breaks Toe

Bob Kincaid, Pier Two warehouseman and possessor of the most dulcet telephone voice in the company, has been hobbling about the job of late recovering from a broken toe. A dropped acetylene tank damaged the digit.

Answering the telephone, handling first stages of lead-men requisitions for material and general dispensing of same, is Bob's duties at the Port. His many years in the freight and truck dispatching line fits him well into his present duties which demand accurate checks on materials issued. With his polite but firm manner he gets the boys signed up the right way.

Training Program Brings New Workers

Amcco is attempting to meet the need for more workers from the local market in several ways. The greatest shortage comes in all the skilled classes.

War Production Board schooling is helping out on welders for some work and electricians for others.

Women are occupying jobs in both these categories, and an entirely different scheme entered the picture this month.

High school boys are spending half their school days and all day Saturdays in the electrical shop work, under the vocational guidance plans of the schools. They are being taught on the job and aiding in the fabrication of electrical installations.

This schooling of the students is not new to Amcco, having conducted such a course during the building of the Tralee, deep-sea fishing craft constructed shortly before the war. A number of these students later took a very important part in YMS construction following their graduation from school.

Hanna Hurt!

Bill Hanna, carpenter boss at the Carrier outfitting and previous to that at the yard plant of the company, suffered serious injuries recently in a fall from the side of a flat top.

A broken heel, broken hip and general bruises were suffered by Amcco's popular exponent of baseball. First reports anticipated even more serious fractures. Bill is recuperating at St. Mary's Hospital.

Desler's New Office

Henry (Call-Me-Gildersleeve) Desler, personnel chief, has shifted his offices so that he will be stationed at the Carrier job several hours each morning to handle the manifold problems of his office. He will divide his time between there and the shipyard proper.

Herrod Abandons Bed in Fire Drill

George Herrod, uncle to foreman Dusty Herrod, of the CVE pipe gang, and himself a steel burner at that operation, wishes that the navy would make their emergency drills aboard the carriers less realistic.

Since working on the flat-tops he has seen the sailors, and has become involved in himself numerous "abandon-ship" drills.

Last week he was having a nightmare while asleep in his second-story bedroom at Gearhart and dreamed that he was aboard ship on the high seas when the general alarm went out for "abandon ship."

Mrs. Herrod woke up in time to get into a tremendous struggle and prevent his leaping out the window of the bedroom. She finally awakened him enough to snap him out of his wild dream.



Dyer conducts weekly leadman meeting at Port.

Some of the group were absent at the time this picture was taken.

Barney Collinson Sends 'Frozen' Pic . . East Coast



The death in Portland recently of Frank Collinson, father of Lt. (j.g.) Barney Collinson, now in the Coast Guard duty on the Atlantic, was regretted by Barney's many friends here at Amcco.

Barney worked at the yard before the war on several occasions during off seasons. Later he brought the Metekla, deep-sea boat, in for repairs, and following his entering the Coast Guard, visited the plant several times on official business.

That title of Lieutenant will come as news, as he only recently acquired it, just previous to his sailing for off-shore duty, destination not stated. His call to his wife, Adele, an employee at the Carrier Base, announcing departure and raise in rank, came just a few minutes before the news of the death of the senior Collinson, and Barney apparently sailed without knowing it.

Republic Filters Draw on AMCCO for Conversion

The huge task of converting 1500 marine boiler water filters to meet new specifications for Kaiser's carriers and liberties and etc., is being accomplished at Amcco's outfitting machine shop.

Republic Filters of New Jersey had a lot of completed filters on hand when the change order came through. Amcco's "black gang" were marking time awaiting the coming "busy season" and T. B. Cook arranged for the sub job.

Jesse West, ranking machinist, whose fame in concocting labor and time-saving rigs and jigs rivals that of the famous Rube Goldberg, is supervising the job.

A number of tools, clamps, gadgets and special methods were needed to disassemble, change and reassemble the filters, and West was at his best in this environment. He is being ably assisted in meeting the schedule for this work by those hard-working veterans of many Amcco YMS trials runs: Vic Kaufman, Luke and Swede Zancich and Alvin Anderson. Bill Hill and W. L. Herrod, machinists, are also working on the filters, and two women have been added to the soldering force: Ruth Mercer and Mrs. Margrite Kelley.

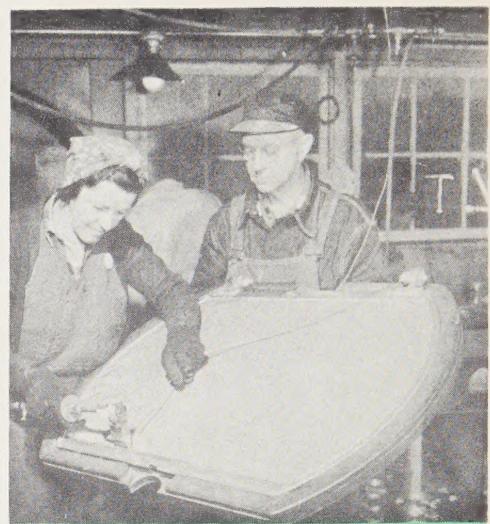
Olav Jorgensen, a comparatively newcomer to Amcco, received serious and painful injuries recently in a fall during the course of framing YMS 424.

He received four broken ribs and four cracked vertebrae in his tumble from the scaffolding. A glancing blow as a new frame was being shoved into place caused him to topple.

Oscar Olson, fastener, and former Astoria mechanic, rounded out a busy month for Amcco boys at the hospitals in announcing the birth of a baby daughter.



Lester Vandergaw, shipfitter, installing joiner hardware on YMS 422.



Jess West, the champion gadgeteer, watches Mrs. Margrite Kelley solder screens in filters. Special equipment and jigs were all made by West—the Rube Goldberg of machinists.

Eddie Washbond, storekeeper in one of Amcco's warehouse units for the past year and one-half, has been transferred to assistant timekeeper. He takes the place of Jay Hildebrandt, who formerly aided head-man Sheffler. Ellis Link, for years connected with sales in Astoria garages, has assumed the duties of storekeeper in Eddie's place. Link is not a stranger to the plant having made numerous finger-print sorties here in his duration employment with the government.

Paul Howe, who came to Amcco nearly two years ago from the Supervisor of Ships District Offices, has been appointed Resident Supervisor of Shipbuilding here.

He replaces Lt. Charles Harper, Jr., who has been transferred back to the Portland District in special liaison work.

Howe is well acquainted with Amcco's operation and with its personnel, and receives wishes for continuance of his already successful station here.



Betty King, paint department, is shown putting-up in the crews' mess on YMS 422, to be launched this month.



Bob Sheffler does a great job keeping track of time, payroll figures and minute distribution of the man hours on various jobs including the new draggers.

YMS 422 Will Be Launched on May 20th

The date for launching YMS 422 has been tentatively set for Saturday, May 20. Lt. Charles H. Harper, Jr., former Supervisor of Ships at Amcco, will attend the launching in official capacity.

The launching ceremony will feature Mrs. Harper, Jr., wife of the Lieutenant, smashing the traditional bottle against the bow. She will later announce her attendants.

Actual launching of the ship is pending the arrival of certain pieces of necessary equipment. Delays in receiving these items has greatly complicated the meeting of the schedules, but the hull construction has gone ahead as planned.

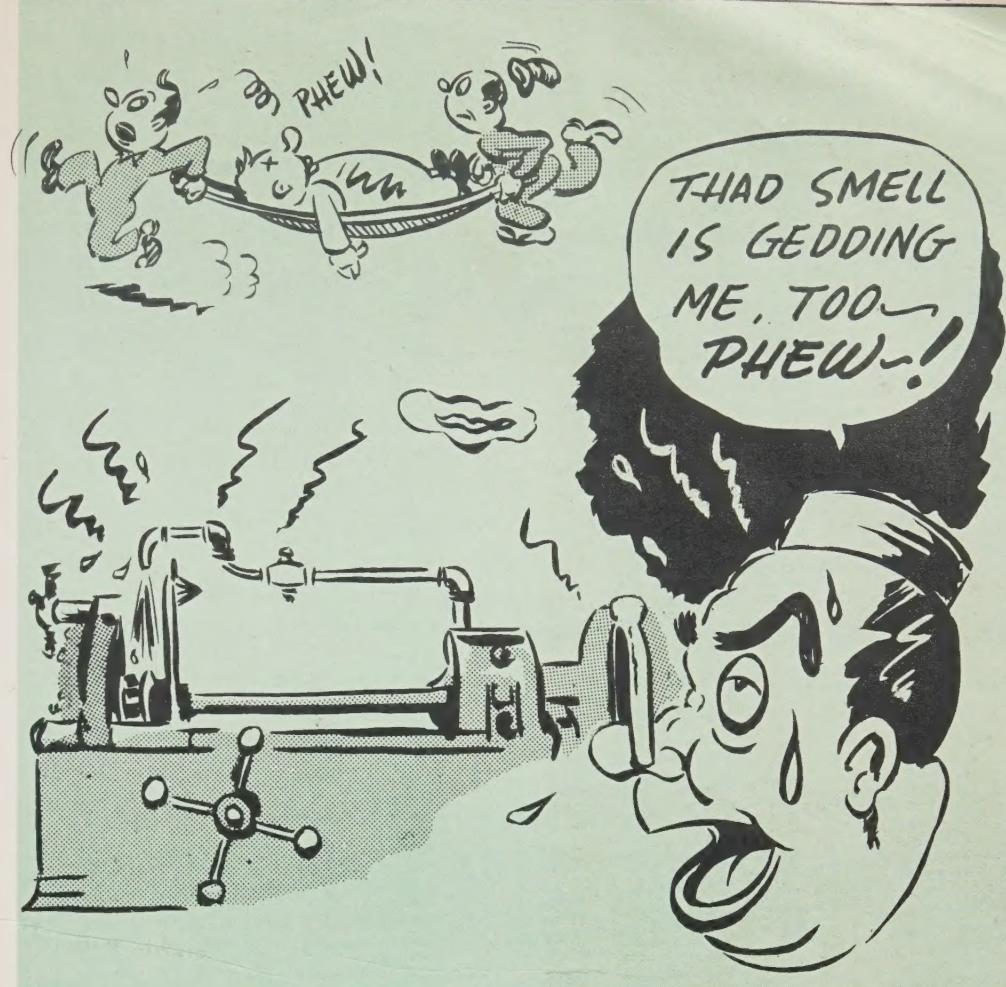
New York Hears Tall Tales Of AMCCO Prowess

Our New York correspondent, Deborah Calkins, artist with Fortune Magazine and a cousin of President Joseph Dyer, writes that she was having cocktails in the Waldorf-Astoria with a group that included a Lieutenant-Commander.

Someone mentioned Astoria. She said: "I have a cousin, Joe Dyer, who has a boat yard there."

The Lt.-Commander sparked: "Boat yard! Say he has about the best plant out that way. I was in an engagement in which there were two of his minesweepers along with several others from other yards, and his ships can stand more water concussion than any of the others."

Our New Yorker intimated that other complimentary things about Amcco ships were brought up, but would have to remain unwritten.



Pipers Use Deodorant for Cutting Oil

The Gang says the "pipe shop reminds them of a public rest room more each day."

The pipers had on order from Portland a five-gallon can of fluid, highly pungent, that is used for a deodorant in "public conveniences," and slowly drips from a container on a nearby wall into the "receptacle."

Coincident to its arrival at the yard, Lew Greenwood, of the Union Oil Company, visited Charlie Utterback, pipe foreman, and convinced him in trying a five-gallon sample of new pipe-thread-machine cutting oil. His product is now clear, allowing the operator to watch the thread cut. He promised to send out the oil shortly.

On the following day the over-due deodorant was delivered from Portland to the pipe shop and Utterback ordered Clyde "Just a Whisper" Trullinger to clean out the old oil in the pipe machine and fill it with, what he thought was, the new Union Oil product. Charlie went into his office.

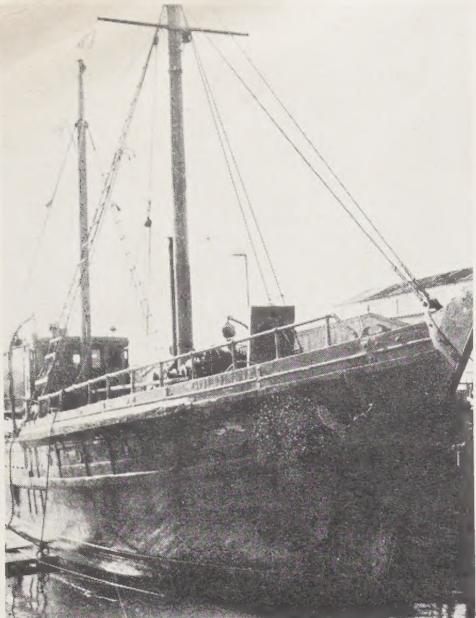
Trullinger's reports into Charley on its operation went something like this, in intervals: "It might work but it sure as h---l is thinner than the old stuff, Charlie. . . . It may be a good product, but you'll never keep a man behind the machine with that odor. . . . Holy socks, it pumps through the pipe too damned fast. . . . The thread's jamming up on the pipe." The next morning, Trullinger still reporting, "I washed

my hands all night long and I still can't rid the smell of that new cutting oil, Charley."

Greenwood is wondering what kind of reception his sample oil will get when he actually does get around to delivering it to the yard.



The Big Three directly responsible for the careful and skilled production that goes into the wooden hulls of the drag boats. Left to right: Bob Taylor, fastener foreman; John Omundson, superintendent of hulls and Clair Mansker, superintendent and mold loft engineer.



Pilot Ship Columbia, veteran of arctic trading and exploring, as she lay alongside Amcco Dock awaiting haul-out.



Ed Lundholm, that man of many quips, cuts bronze flanges on the lathe in the machine shop.



Art "Salt" Herron, in the electric shop, caught sweating—lugs on cable.

Pilot Ship Stirs Memories of Arctic Rescues

The pilot ship Columbia, owned by the Columbia River bar pilots, was hauled on the ways for small overhaul in mid-April, and her presence started some interesting reminiscing among the Gang liking sea lore.

Capt. Frank Craig, who rounded out twenty years last month of taking bar pilots over the Columbia entrance in all kinds of weather, supplied much of the information while waiting for the repair work to be finished.

The staunch craft was built in Seattle by a group of men that included the father of A. G. Hanson, noted ship architect of Seattle. She was built on the Sound at the King and Winge shipyards and bore that name until the present owners changed from gas to diesel engines and likewise changed the name to Columbia.

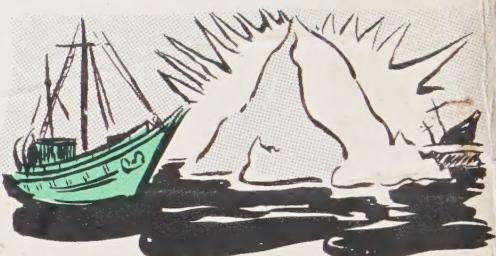
She came to the Columbia River in 1923 in possession of the Pilots' group. Previous to that she had been used some as a halibut schooner.

However, her romantic history was greatly enhanced in the early days when she was under charter to Captain Bartlett, who has had prominence as a Bering Trader. He used the King and Winge on his expeditions to Nome, and in the course of such drew much publicity in rescuing the Stephenson expedition from Wrangle Island in 1914-15. Later there was the Princess of Sofia, wrecked on Vanderbilt reef, between Juneau and Skagway.

The explorer was not allowed to go into the rescue upon first approaching the ill-fated craft, and that night she crashed on across the reef and all hands were drowned. The King and Winge's crew stayed at the scene and took off numerous



It is not unusual that photographer Ned would catch Richard Schroeder, purchasing agent, phoning. Probably Dick spends more time talking into a phone than any man in Astoria. Purchasing for all the boats, expediting hard to get materials, and in general keeping a very close tab on material accounts is all in a day's work for the number one councilman from city of Gearhart.



corpses and returned them to port for burial, a strange cargo for a craft to carry.

Captain Craig is the inventor and builder of a special lifeboat release hook known as the Craig hook. It allows for safe lowering of the boat into the water and the immediate release from the davits and lines with one pull of a wire pull cord.



The Lower Columbia's first shipyard wedding was held early this year during a short time out in work at Amcco. Garnet Ver schuren and Harold Johnson, both welders, were married in the yard.

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